Name of Airports	Expenditure incurred		
	1995-96	1996-97	1997-98
Lilabari	270.29	115.30	315.02
Lucknow	819.94	29.59	83.36
Leh	13.43	—	—
Nagpur	631.48	227.64	85.47
Patna	170.94	236.72	94.16
Porbandar	0.78	—	1.47
Port Blair	—	—	347.61
Rajkot	—	—	10.88
Raipur	311.79	558.00	276.00
Ranchi	86.92	—	—
Shimla	10.64	42.55	—
Silchar	61.98	42.80	242.64
Tezpur	—	359.54	688.00
Tirupathi	28.46	—	—
Udaipur	1.03	346.00	885.29
Varanasi	3.89	—	—
Vijaywada	—	1.87	2.70

Introduction of new flights by Indian Airlines

1714. SHRI YERRA NARAYANASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of new flights being planned by Indian Airlines in the year 1998-1999;

(b) whether it is a fact that smaller towns are not being included in Indian Airlines flights;

(c) whether smaller aircraft are needed for this purpose;

(d) in what manner Government propose to bring aviation to district towns; and

(e) the details of such plans?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) The details of new flights introduced by Indian Airlines and Alliance Air during 1998-99 are as under:—

Additional Frequencies:

Delhi/Leh (Seasonal), Mumbai/Bhavnagar (Seasonal), Chennai/Port Blair, Hyderabad/Vizag, Chennai/Vizag, Chennai/Vizag, Calicut/Sharjah, Calicut/Doha/Bahrain, Delhi/Amritsar/Sharjah.

New Sectors:

Mumbai/Jaisalmer, Mumbai/Raipur, Ahmedabad/Pune, Calcutta/Pune, Raipur/Bhubaneswar, Chennai/Sharjah, Chennai/Kuwait.

(b) No, Sir.

(c) Yes, Sir. A proposal to encourage operation of small aircraft is under consideration of the Government.

(d) and (e) The Government has laid down route dispersal guidelines with a view to acheive better regulation of air transport services taking into account the need for air transport services of different regions of the country. It is however up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability subject to compliance of route dispersal guidelines.